

expect good habits at once in any one point, they will be grievously disappointed. And if the master thinks that effectual tuition is not a slow transit from what is bad, through what is less and less bad, to what is positively good,—if he expects the distance to be cleared by a single leap,—he will be no less disappointed.

If there be any truth in these views, it will follow that the highest and most refined stages of form, light and shadow, and colour, are unfit for the beginner because they are unintelligible and inimitable in his crude state; and that comparatively clumsy objects of imitation prepared to meet him half way are far preferable. The child can understand the form of an article in daily use and will have some chance of imitating it, when a recondite and an exquisitely-formed Greek vase would be quite out of the question; and he may seize the points and character of one of George Morland's rude but natural and expressive husbandmen, though he would be bewildered before the Laocoon or the Apollo.

NOTES IN THE PROVINCES.

Ober Darwen.—A new Independent chapel is about to be erected in this place from the designs of Mr. Raffles Brown, of Liverpool. It will be in the Early Decorated style, built of stone from the neighbouring quarries, and will consist of nave and transept, with vestries and organ-gallery in the rear. The roofs will be open-timbered of equilateral pitch, that of the nave having dormer windows. The west elevation will have a six-light window, with arched porch, and be crowned with a lofty crocketed and canopied bell turret rising to the height of 90 feet. The accommodation is for eleven hundred adults and three hundred children. The estimated cost is 3,000*l*. It is intended to erect schools adjoining. The present chapel, which is in close proximity to St. James's Episcopal chapel, reported as unsafe in our columns some weeks since, has been so undermined by the working of the neighbouring coal mines, that it has been found necessary entirely to close it. Many of the cottages and houses surrounding it are in a most precarious condition, but so infatuated are the inhabitants that it has been found impossible to induce a family to remove from a house showing frightful cracks and rents in the walls, and of which the hind part absolutely fell in a few weeks since.

Yarmouth.—The new bridge is progressing. The pile-driving of the coffer-dam is completed for the western pier. The washers and eye-bolts for the tie-rods have been put in, by means of a diving dress, 20 feet under water, and the first course of landings on the bed of concrete has been put down. The pumps and two steam engines will be ready shortly to pump the water out of the dam. The river has been widened 80 feet, and the abutments finished on each side. The girders and iron parts of the bridge are ready in London, and will be put up when the piers are finished.

Lincoln.—The local *Chronicle* states that gas is being introduced into private houses, and that the late reductions in price are likely to produce a greatly increased consumption.

Norwich.—A few weeks since, a new window, for the south aisle of the cathedral, was executed by Mrs. Watson, under the direction and design of Mr. J. Brown, of this city, architect. It is in memory of the late Mr. and Mrs. Hales, through the instructions of the Rev. Hales Tooke. The artist is Mr. W. W. Wailes, of Newcastle-on-Tyne. — *Norfolk Chronicle*.

Cottenham.—A small piece of copyhold ground in this village has been knocked down at auction for 232 guineas. It contains a frontage of 78½ feet, with a depth of 158 feet. The sum realised is rather more than 1,000*l*. per acre.

Horsepath (Oxford).—The corner stone of a new north transept to Horsepath Church was laid on Saturday week. The architect is Mr. E. G. Bruton (appointed to succeed the late Mr. Underwood), and the builder, Mr. Cowley.

Winchester.—It is intended to erect a full-length statue of Lady Mildmay in the broad space where three roads intersect, near the

site of her former residence at Eastgate. It is to stand on a pedestal 6 feet in height, and is to be larger than life.—Some one has suggested the erection of a fountain in the Cathedral-close.—Improvements are to be made on the brow of St. Giles's-hill by the council.

Evesham.—Arrangements are being made between the town council and various turnpike trusts to erect a new bridge in the place of the present old and dilapidated one, at an estimated cost of 6,000*l*.

Aberystwith.—It is proposed to build a new Welsh church in this town; and sums are already subscribed. A piece of ground, part of the corporation property, is fixed upon; and the necessary steps were lately taken to advertise for tenders.

Swansea.—An estate called Danygraig, near Swansea, with about 100 acres of land, has just been purchased of the Earl of Jersey for the purpose of erecting a joint lunatic asylum for the counties of Glamorgan, Carmarthen, Pembroke, and Cardigan. Plans and specifications are to be advertised for forthwith.

Birmingham.—The local *Journal* states that indirect means are at work for the removal of the market-hall fountain.

Warwick.—"It will be recollected," says *Aria's Gazette*, "that a short time ago the inhabitants of Warwick assembled in vestry and decided on the thorough restoration of St. Mary's Church, in that town. At a meeting held on Tuesday last, however, it was decided that although the church should be restored, the galleries should not be removed. The restoration of the chancel is nearly completed. The groining is freed from plaster and white-wash, and the stonework resumes nearly its original appearance. The stone screen accidentally discovered to be imbedded in the sacristy wall has been cleansed and repaired, and the upper portion of it filled with stained glass by Mr. Holland, of Warwick. The former unlighted door leading into the chancel has been replaced by one in new oak.

Gaydon.—The foundation-stone of a new church, to replace the dilapidated old one, was laid at Gaydon, on Thursday week, by Miss Bolton King. Mr. E. B. King is a donor of 500*l*. to the building fund. The edifice will be in the Early English style, and will consist of nave, chancel, north aisle, and engaged tower, with spire, and will be built of stone. The architect is Mr. Squirhill, of Leamington.

Liverpool.—The interior of the parish church of St. Nicholas, Chapel-street, has been repaired and renovated with open pews, new pulpit, improved organ, new stained glass in circular window, &c.

Manchester.—The engineer employed by the Manchester corporation to construct the immense reservoirs in the valley of the Etherow, near to Woodhead (nineteen miles from Manchester), from which the town is to be principally supplied with water, is said to have met with a serious check by a landslip extending over nearly 30 acres of ground. These reservoirs are three in number, one below the other, in the same valley, and are formed on the principle of that at Holmfirth—by throwing embankments across at the most eligible points to dam up the water. The first is the Woodhead reservoir, calculated to contain 188,000,000 cubic feet of water, and covering 131 acres of ground. The next is the Tor-side reservoir, calculated to contain 240,000,000 cubic feet of water, and covering 158 acres. The third is the Rhodes Wood reservoir, calculated to contain nearly 80,000,000 cubic feet of water, and covering 54 acres. The corporation, it appears, have agreed with Mr. Stephenson and Mr. Brunel to make a survey and advise with Mr. Bateman as to any re-arrangement or modification of the works which may be necessary in consequence of the land-slips referred to.

Cudworth (Barnsley).—The foundation-stone of a new school was laid at Upper Cudworth, on Monday in last week. The design is Gothic: architects, Messrs. Lockwood and Mawson, of Bradford; builders, Messrs. Wilson and Son, of Hull, the contractors for the mason-work of the new workhouse at Barnsley. The school consists of a large room for school and

chapel, and a class-room adjoining, both on the ground-floor.

Doncaster.—A committee has been appointed by the local board of health to carry out a project for a new cemetery.

Glasgow.—The Gorbals parish church, it seems, was built on ground supposed to have been purchased by the then heritors, but only feud, and arrears of feu having lately been demanded by the ground landlord and refused, the church was lately sold by auction for 2,860*l*. (upset price 2,700*l*.) to the Free Church people, after being bid for by the Unitarians.

Edinburgh.—Model dwellings for the working classes at the head of Canongate, named Ashley-buildings, are nearly ready for occupation. The entire block is divided into three tenements, each with a common stair and separate entrance. The two western are four stories in height, and the eastern five. Each floor or flat comprises three "houses" with outer doors opening on a common landing-place in the stair, and each domicile is "self-contained," and independent of every other; as much so as if it opened on a street pavement. The staircases are wide, open, and well lighted both by night and by day, gas supplying the place of daylight after dark. Each "house" consists of two rooms; or kitchen, and parlour or bed-room, with large windows, some of them commanding fine views of the Calton-hill and its monuments, &c. Each is fitted up with its own scullery, water-closet, washing-room, coal-press, &c.—and in short, is an Englishman's house in miniature, and is much more a fortified and impregnable "castle" than many thousands of Londoners' dwellings are. The rent charged for each dwelling amounts, in this case, it is said, to not more, on an average, than one penny per day for each member of a family. Nearly the whole were let before the roof was up. The contractors are Messrs. Beattie. Though the principle on which the model dwellings are based has long been adopted in Scotland, it must, of course, be understood that the Edinburgh working classes have seldom or never had such advantages as now offered on Lord Ashley's plan.

CHEPSTOW RAILWAY BRIDGE. RAISING THE TUBE.

The singular railway bridge over the Wye, at Chepstow, was partly raised on Thursday, the 8th. The bridge, when completed, will be in length, from bank to bank, 610 feet. It will be of four spans, three of about 100 feet each, and one of 290 feet. The three smaller spans rest upon iron piers, filled with concrete, supporting cast-iron girders, on which the railway will be constructed. The fourth or principal span will be constructed upon the suspension principle, the great length of the girders requiring more support than that afforded by the piers alone at each extremity. Mr. Brunel therefore constructed a tube 309 feet in length, and 9 feet in diameter, which is being raised to the summit of piers erected on the east bank, and in the centre of the river, and from which massive chains depend, which will be fastened to the girders, and will hold them up in the centre. The girders on which the railway will run will be 50 feet above high-water mark at spring-tides. The tube, therefore, it will be understood, is over only half the bridge. There will be a second tube by the side of it, for a second line of rails. The weight of the tube, with the chains, is about 240 tons. We understand that the great difficulty in the construction of this work, and which has caused the delay in its completion, has been in the erection of the upright pillars or piers supporting the structure. It should be explained that these piers are formed by three groups of pillars formed of iron cylinders placed one upon another to the required height, and filled with concrete made of Portland cement. Of these pillars six are grouped together in the centre of the river, and the two other groups of three piers each are between the centre of the river and the west bank. Of these three pillars only two are at present erected—sufficient to support one set of rails: the third will be